Approved For Release 2009/01/22 : CIA-RDP80T00246A004400060001-6

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INFORMATION REPORT

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25X1

REPORT AND DISSEMINATED BY
CENTRAL INTELLIGENCE AGENCY

Hungary

Road Data, Bridges

DATE DIST. 5 September [illegible]
NO. OF PAGES 2

25X1

[redacted]

UNCLASSIFIED INFORMATION

[redacted]

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An all-weather concrete road (924) ran from Mezokovesd southwest to Pusztaszabolcs and on to Budapest via Hatvan. From Mezokovesd an all-weather concrete road (924) ran northward to Miskolc and Sajoszentpeter. Another all-weather concrete road (924) ran from Miskolc north northeast to the USSR border via Szikszo and also from Miskolc eastward to Szerencs. This same type of all-weather concrete road (924) ran from Nyiregyhaza southeast to Polgar.

2. All the above all-weather roads were over eight meters wide. They were considered to be first class highways. The roads were extensively used by the military which hauled materials between Hungary and the USSR.

3. The road bed consisted of natural dirt, clay and sand. The subbase was of crushed rock and stones and the base of the road consisted of gravel and sand. The top layer was concrete surfaced. The roads were continuously maintained by assigned work crews. Many stone quarries were located in the vicinity of these roads which supplied the work crews with materials to resurface the roads.

4. A macadam surfaced all-weather road (924) ran from Nyiregyhaza southward to Mezocsat. This road was also over eight meters wide and had the same type of foundation as the above all-weather concrete roads.

5. There were four deck girder highway bridges between Mezokovesd and Pusztaszabolcs. They were in good condition. Tanks up to 60 tons could cross over these bridges. All of them spanned small streams which ran north and south.

6. A double track railroad line ran parallel to the highway which ran from Miskolc to Pusztaszabolcs. The tracks were European gage. One concrete-steel railroad bridge was located approximately three-four kilometers north of Nyiregyhaza. The bridge was in good condition and was wide enough for two tracks to run over it.

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Five main line railroad bridges were located between Ramsbury and Marlborough. Two were concrete deck girder bridges and the other three were concrete-steel bridges. All five bridges were wide enough to have a double set of tracks run over them and were in good condition. All five spanned small streams which ran north and south.

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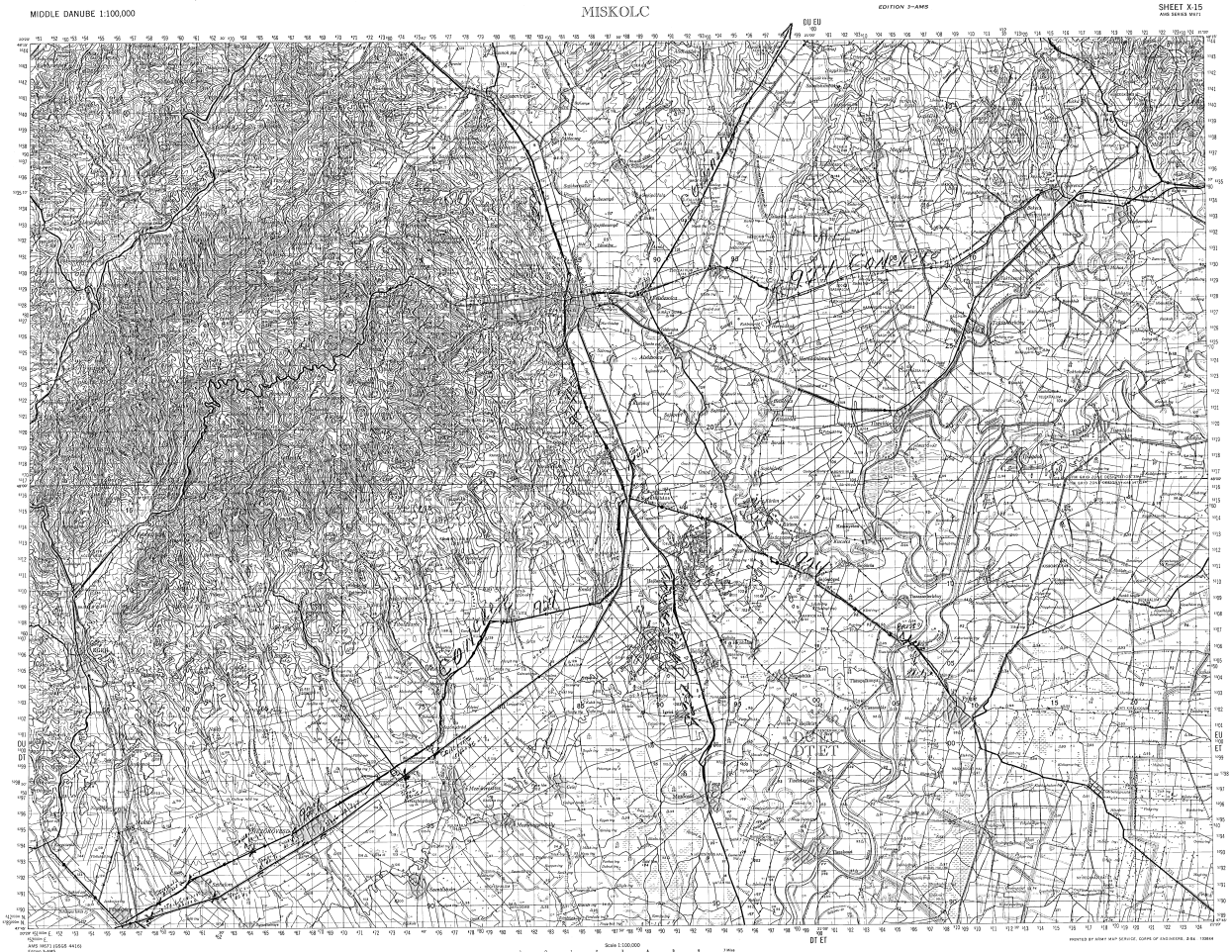
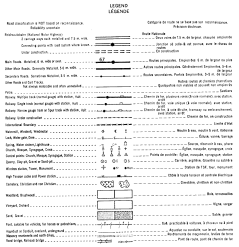
MIDDLE DANUBE 1:100,000

MISKOLC

EDITION 3-AMS

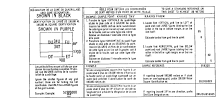
SHEET X-15
AMS SERIES M411





CONTOUR INTERVAL 20 METERS

HEIGHTS IN METERS



TRANSVERSE MERCATOR PROJECTION

Prepared under the direction of the Chief of Engineers, U. S. Army,
by the Army Map Service (Col. Washington, D. C., USA.

Compiled from Hungary, 1:25,000 and 1:75,000, Cartographia Institute, 1935-36.
Road classification based on British Intelligence Reports, 1942-1945.

Boards revised from Cartographia data. Universal Transverse Mercator
Grid and bilingual Hungarian data added by AMS, 1953.

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MISKOLC, HUNGARY

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